



Pacific

Sheep

January - March 1996

TON  
ON THE  
EDGE



## ditor's note

# Telling the Coast Guard Story ...

There isn't much that is more exciting than a successful rescue at sea in bad weather. The only thing more exciting for me as a Public Affairs Officer is when I hear the words "We have video and stills of the rescue." When we can get even 10 seconds of video in the hands of the local television stations, we'll get on the evening news with amazing impact. You'll read in this issue about the CGC Planter's rescue of the sailing vessel Spirit Wind and the survivors' interview at Sand Island. The dramatic video of their rescue shot by a Planter crewman was marketed to all local TV stations and will be submitted to the new television series *Coast Guard*.



CGC Jarvis and Jung Sheng 8

One of the only bad things about being the editor of a publication is when you make a boo-boo. Since I subscribe to the policy "Go big or stay home," I follow that policy with errors also. In the last issue, a cutline in the story about the Jung Sheng 8 misidentified the escorting 378 as the Aldeget instead of the Jarvis. Both ships were involved in the case; we just put the wrong name in the cutline. I offer my humble apologies to the entire crew and their families, who know that hull number 725 is indeed the Jarvis. I know you will probably find more errors and we welcome the feedback from our readers. Nobody's perfect, but somehow, knowing that *Time* and *Newsweek* contain typos every week doesn't make me feel any better about our mistakes.

We welcome you to the world of AION in the Hawaiian Islands in this issue. Since challenges to ANTs differ so greatly from district to district, and those challenges always are rather formidable, every chance I get to take an eye-opening walk in the other person's shoes, I grab it. Four days on Kauai with ANT Honolulu surely kept my eyes open.

Finally, a big thanks to our Far East Activity in Tokyo, Japan, for taking us to the top of Mount Fuji. That's the type of story we wouldn't be able to cover if it weren't submitted by people just like you. We will consider any stories and photos we receive for submission. Although we can't guarantee placement in Pacific Shield, we have access to unlimited marketing possibilities throughout the country. Your story could end up in your hometown paper, reaching many people with the Coast Guard story. So ... keep those cards and letters coming!



Executive Editor



## Carrying more than their weight

Aids to Navigation Team Honolulu tends navigator's needs

By Lt. Maureen P. March



## Vessel Monitoring System

NMFS uses electronics to protect endangered species

By PA3 Chris Devine

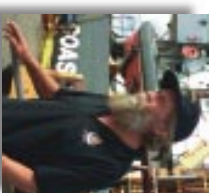
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Commander (dpa)

Fourteenth Coast Guard District

Ant. Editor, Pacific Shield

300 Ala Moana Blvd.

Honolulu, HI 96850-4982

(808) 541-2121

Rear Adm. Howard B. Gehring, District Commander

Capt. Robert E. Gontberg, Chief Of Staff

Lt. Maureen P. March, Public Affairs Officer

Executive Editor

Managing Editor

PAC Chris E. Harty, Assistant

Staff

PA1 R. John Moss

PA2 W. Scott Epperson

PA3 Chris L. Devine

## On The Covers

Front: *ME2 Tapp R. Auliff/finis. Noble light on the*

*mouth end of Kauai. (photo by Lt. Maureen March)*

Back: *ASW2 Keith Bowman takes a break during*

*training exercises off Waikiki Beach. (photo by PA2*

*Scott Epperson)*





**T**hink of a big city with no traffic lights or street signs to tell you where or when to go. Think of driving into a dangerous area like a hairpin turn or bridge construction with no warning signs. Chaos would reign. An equally hair-raising situation would result on our waterways without the diligent and tireless efforts of the crew of Aids to Navigation Team Honolulu.

The dedicated crew of ANT Honolulu perform one of the most unsung missions of the Coast Guard — maintaining the nation's navigable waterways.

While only five people are regularly assigned to the ANT, they currently have six people to maintain 86 structures scattered throughout the Hawaiian Islands, truly from Hilo to Hanalei, according to BMC William Mackenzie, ANT's officer in charge.

Their work wouldn't be so complicated if the structures were right in Honolulu or otherwise close at hand. For the ANT, even the act of arriving at a site takes a complicated choreography of logistics. An 80-mile trip to Nohili Light on

## truly from Hilo to Hanalei

Nohili Light is at the end of Barking Sands. This serene and isolated point is located at the very end of the only road circling the island. The Na Pali Mountains rise up seemingly from nowhere to form a natural terminus. The islands of Ni'ihau and Laysan peek rise from the horizon in the distance.

The light is protected by over a mile of sand dunes on three sides, and the Pacific Ocean on the fourth. Since getting either vehicle stuck in the sand halfway to the light would have some rather unpleasant results, all held their breath and plowed on through. As the vehicles approached the light, the crew decided to reduce air pressure in the tires to ensure passage through the really sugary sand. After a particularly bladder-rattling jaunt, the team arrived at the light.



*Mackenzie cleans the lens before it is put into place.*

# Carrying more than their weight

Story and photos by Lt. Maureen P. March  
(d14pao@pki.com)

Kaunai requires air transportation of 4-wheel drive vehicles and then some nifty sand-dune driving through nearly impossible terrain just to get on site.

Once on Kauai, the drive to Nohili began well before dark as Mackenzie, MK2 Tony R. Acuff, SN John C. Massey and SA Jequetta R. Montefusco took the two all-terrain vehicles on the road to begin the day. After stopping only to buy water and snacks for the long day ahead, it still took over an hour to reach the gate at Pacific Missile Range Facility at Barking Sands.



*The crew lets air out of the tires to improve the traction in sugar-fine sand near the light.*



Wearing safety harnesses to protect against falls and bright yellow helmets to protect against falling debris, the crew began the grueling, time-consuming task of maintaining the structure.

Armed with a can of wasp killer and a hammer, Acitl began dismantling the often sand-buried battery box. Instead of fighting nature's tendency to pile sand over the box, the team decided to move the bracket halfway up the structure to keep it off the ground, which will also make it less attractive to wasps.

They removed, repaired or replaced every part of the light and returned it to its proper position. They constructed a new dayboard and fit it precisely into place.

While these structures appear to be simple in design, they contain a remarkable number of parts that run the risk of failing.

Enemies of the ANT's missions are many. Weather, both bad and good, can destroy integral parts of ATON structures. Storms rip dayboards and whole lights apart, while sometimes the parts themselves are the troublemakers. Plastic bulb changers that work well in cold-weather areas were installed in some of the lights, according to Mackenzie.

In the relentless tropical sun, the plastic melts, causing the light to fail. Whenever possible, the plastic changers are changed out before they fail.

Base Honolulu Industrial helps the ANT accomplish this backbreaking work behind the scenes. Base personnel provide construction support necessary for maintenance of larger aids that would be difficult for ANT personnel to accomplish. "Without Base Industrial's help, our job would be much more complicated," said Mackenzie.

*Every part of the light is removed, repaired or replaced ...*

Base Industrial was also responsible for the construction and maintenance of the two Differential Global Positioning System (DGPS) towers erected in the Hawaiian Island chain. The nation's first DGPS tower was erected at L'opu Point on the Big Island, and construction on the 150 foot tower at Barbings Sands was completed last September, according to DCC Greg Shultz at Base Industrial.

When DGPS is activated, it will provide nearly pinpoint navigational accuracy for a myriad of navigational and commercial uses.

The teamwork and cooperation between these two partners benefits the people of Hawaii in many ways. Every ship or boat whether commercial or recreational uses the aids to navigation system.

Mackenzie said, "Over \$63 billion in commerce and 4,125 commercial vessel transits were assisted by our ATON last year."



BAC William Mackenzie



# ANSWERS

Recently, you were told that the Coast Guard was making changes that could affect your

career in the military and, more to the point, your financial future. But, not knowing what the

## QUESTIONS

whole story is, you don't want to start making plans until you know something for sure.

*and*

Do you get out? Do you stay in? What will your benefits be if you go for promotion? Retirement?

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# High tech monitoring

By PA3 Chris Devine  
[d14pac@pml.com]

**T**he fishing vessel Pacific Pioneer became the latest in a line of vessels interdicted for suspected fishing violations in late October because of a new electronic safeguard that's being tested around the Hawaiian Islands.

The National Marine Fisheries Service's vessel monitoring system uses transmitters to track long-line fishing vessels that operate in the Pacific to prevent them from fishing in protected zones. A black box about the size of a hardcover book uses the Global Positioning System to determine the ship's position, then transmits that information by satellite to the Coast Guard.

A computer in the Fourteenth District's Joint Rescue Coordination Center compiles the information and displays the vessels' locations on a chart. According to Lt. Jg Mike Neimiger of the district's office of law enforcement, the system keeps track of these transmissions so watchstanders in the JRCOC can see if the ship has slowed to fishing speed, or if it is only passing through the zone.

VMS was created as a lower-cost way to

enforce the protected species zone around the Northwestern Hawaiian Islands, an area that is more than 1,000 miles long and about 100 miles wide. It stretches from Nihoa Island, northwest of Kauai, to Midway and Kure Islands. The zone protects the habitat of several animals, including the endangered Hawaiian Monk Seal, from long-line fishing. Neimiger said that some other types of fishing are permitted.

VMS is in the first year of a three-year trial in the Fourteenth District, Neimiger said, but there have already been inquiries about the system from other countries. Scot Yamashita, Assistant Special Agent in charge of the National Marine Fisheries Service's Honolulu office of law enforcement, said that Canada, several European countries, and the Forum Fisheries Agency, which represents the interests of South Pacific island nations, are either looking into establishing their own vessel monitoring systems or have pilot programs in place. Officials in the

Northwest and Northeast United States have also expressed interest.

About 110 domestic long-line fishing vessels have VMS transmitters installed, Yamashita said. All of the vessels are either based in Hawaii or have permits to fish around Hawaii. Some foreign vessels that have a history of fishing violations in U.S. waters, including the South Korean Haeng Bok fleet, also have VMS transmitters installed. Yamashita said that usually only 60 to 70 of those vessels are transmitting at once. The rest are either in port or outside the Hawaiian Islands.

The transmitters have several features that are actually advantageous to the crews of the vessels, said Yamashita. With NMFS permission, masters can connect devices for receiving faxes, weather information, and other messages at sea. And in an emergency, pressing two buttons on the front of the transmitter activates an emergency position-indicating radio beacon, and the unit can act as a backup GPS receiver for navigation.

Yamashita said that crews that resisted having the VMS installed on their boats were less reluctant when they learned about the added features.

The hardware is relatively inexpensive, according to Yamashita. The transmitters, computer, and software are similar to those used by major delivery companies to keep track of their trucks. As a result, no special programs had to be written, and the system has adapted fairly well to vessel monitoring.

Aircraft and cutter patrols of the area, Yamashita said, would be expensive and time-consuming. VMS, on the other hand, costs about four cents per vessel for each hourly report. The Coast Guard estimates the cost of operating a C-130, on the other hand, at almost \$4,100 per hour.

Tampering with the transmitters is always a possibility, but Neimiger pointed out that Coast Guard watchstanders would be suspicious if a unit suddenly stopped transmitting, and would investigate.

VMS has resulted in the interdiction of three vessels suspected of fishing in the protected species zone.

The Coast Guard Cutter Assateague stopped the first, the fishing vessel Sea Dragon, on June 7 near Lisianski Island, about 1,000 miles northwest of Oahu, and also stopped the Big Deal. The Coast Guard Cutter Point Evans interdicted the Pacific Pioneer near Nihoa Island in late October after the VMS indicated that they may have been fishing inside the zone.

NMFS is still investigating all three cases. The masters of the vessels either blamed faulty

## High stakes inspections

By Lt. Paul ALBERTSON [LT\_P\_Albertson@dmn@gmnp.uscg.mil]

**T**he Pacific Pioneer case holds an important message, not the least of which is that hull integrity is vital. Also worth noting is that, "It would have been a good idea to have a watertight door to the engine room," instead of a wooden covering, said Bruce Wilson, the long-liner's captain. "The boat would probably still be afloat."

Currently, there are no Coast Guard hull inspection requirements for commercial fishing vessels. But the Coast Guard does have a variety of safety equipment requirements, which helped save the crew of the Pacific Pioneer. Requirements for U.S. documented fishing vessels include the high-water alarm that initially alerted the captain to a problem, the bilge pumps that could have dewatered the engine room had the flooding been controlled, and the radio used to call the Coast Guard.

They also include the first aid kit brought aboard the raft, which even included aspirin for headaches, and the life raft used by the crew upon abandoning ship. The raft not only provided a storage place for provisions, it also helped the Coast Guard spot the crew. The Coast Guard conducts fire, no-fault dockside exams to help operators determine which safety requirements apply to their vessel. Upon successful completion of the exam, the vessel is given a safety decal. A current decal tells Coast Guard cutters that the vessel should be considered a low priority for safety checks at sea. To schedule an exam, call the Marine Safety Office at (808) 522-8260 x143. For additional information, contact the district Fishing Vessel Safety Coordinator at (808) 541-3078.

navigation, or claimed that they had not been fishing in the protected species zone and that the system was wrong.

Neimiger could only speculate as to why the operators of vessels with VMS transmitters on board would try to fish inside protected zones. He said, "It's so inconspicuous (that) maybe they just forget it's there."



**W**hen the Pacific Pioneer left Kewalo Basin November 28, those on board had no idea that the vessel would never return to port. Bruce Wilson, the captain, his crew of four and Joe Arceneaux, an observer for the National Marine Fisheries Service, all left on a regular fishing trip. At about 1:45 p.m. the next day, the vessel's high-water bilge alarm sounded in the pilot house. For Wilson, this meant a bilge pump was probably not working and that the water level in the engine room was a little high.

Upon inspection, he and his engineer discovered a bigger problem. Both pumps were working, but the water level was still rising. It wasn't long before they saw the small green light piercing through the bottom of the hull.

The danger was clear. They were taking on water through a hole about the size of a golf ball. For Wilson, this was nothing to panic about. A rag should plug the small hole and slow the incoming

## High seas rescue

By Lt. Paul ALBERTSON [LT\_P\_Albertson@dmn@gmnp.uscg.mil]



Hawaiian Monk Seal



water. When he stuffed a rag into the hole, his hand pushed right through.

Now, the hole was the size of a baseball, and water gushed in. "It looked like an uncappped fire hydrant," Wilson said. He immediately called the Coast Guard, and the crew donned life jackets. The 70-foot long-liner was 33 miles north of Maui, and the closest vessel was more than 20 miles away. The urgency increased as water covered the main diesel engine in about 15 minutes. The captain ordered the crew to abandon ship.

A seasoned sailor, Wilson immediately directed the crew to deploy the life raft and gather necessities such as flares, a medical kit, water, and food. They climbed into the raft and waited.

In the mean time, the Coast Guard launched two H-63 helicopters and a C-130 aircraft from Air Station Barbers Point to rescue the crew.

Because the Pacific Pioneer was relatively close to land, the Coast Guard was able to reach the crew in about an hour. With the C-130 overhead, the first helicopter lowered a rescue swimmer to the life raft to assist the survivors.

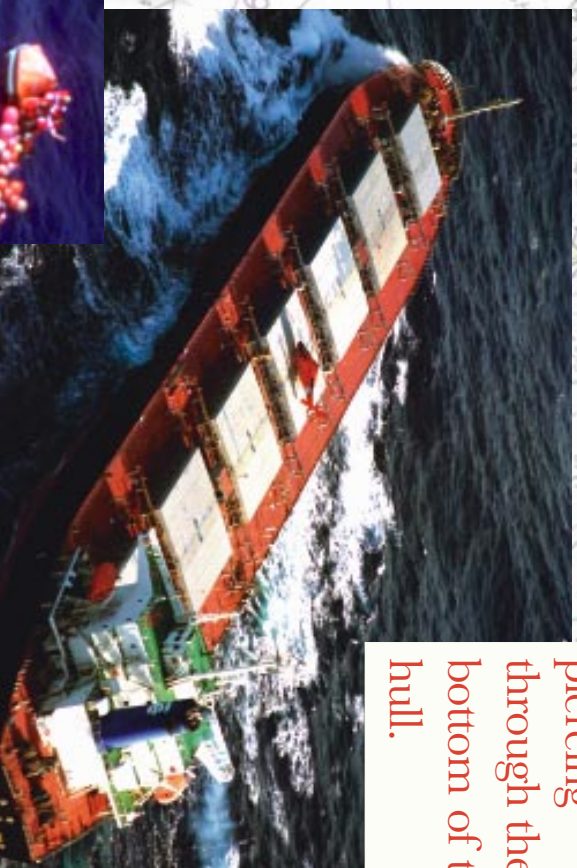
After hoisting four people, the helicopter landed on the passing merchant vessel Far Eastern

Silo, dropped them off and went back for the others. While the rest were hoisted aboard, a second helicopter picked up the four from the merchant ship and then joined the first helicopter on its way to Kahului, Maui. As the last man was recovered, the Pacific Pioneer sank out of sight.

The rescue was successful because of the actions the crew and captain took. Experience had taught Wilson well. Aside from many years at sea, he had experienced a similar incident as a deck hand in 1991. "The fishing vessel he was on sank about 400 miles from land in the Gulf of Alaska with a raft that did not work."

Fortunately, the crew was rescued by a nearby Canadian ship. "That helped me think a lot more clearly," Wilson said. Nowadays, Wilson takes extra precautions. "I make sure everything's ready. When I came on board, I moved everything within arm's reach." As a survivor of two vessel sinkings, Wilson added, "No one ever thinks it's going to happen to them, but it can. And when it does, you'd better be prepared" 🚢

It wasn't long  
before they  
saw the small  
green light  
piercing  
through the  
bottom of the  
hull.



photos by Lt. John Brown

Above: A Barbers Point H-63 sits on the deck on the Far Eastern Silo after hoisting four Pacific Pioneer crewmen from the water.  
Inset: The crew of the Pacific Pioneer surge to rescuers from their life raft.



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# Survivors of the Spirit Wind

**Earl and Karen Lehmann's** two-and-a-half year Pacific Ocean sailing voyage ended suddenly, but not tragically, in 40-foot seas.

"If everyone were as well prepared as they were, there would be more rescues and fewer disappointments," Coast Guard spokeswoman Lt. Maureen March said, referring to the 35-year-old

Story by Rod Ohia  
Honolulu Star-Bulletin

Photos by P.A2 Scott Epperson  
(d14pao@pixt.com)

Canadian couple, rescued at sea the night of Sep. 23 after spending 12 and-a-half hours in a life

raft.

The Lehmanns were sailing back to Vancouver, B.C., from Kauai in high seas when their sloop, Spirit Wind, began sinking about 800 miles off Cape Blanco, Ore.

Rescuers, however, had no problems locating the couple because Earl Lehmann, an experienced seaman, was prepared for any emergency at sea.

"They had everything they needed to stay alive," March said.

For example, both the sloop and raft were equipped with an emergency position-indicating radio beacon, or EPIRB, which led the Coast Guard right to the couple.

"When we bought these things," Karen Lehmann said, "we never expected to use them, like buying insurance. But it paid off."

The Alaska-based Coast Guard Cutter Planetree, a buoy tender en route Hawaii for

*Surgeon Earl Lehmann, aboard the Cutter Planetree.*

training, picked up the couple at sea and brought them to Sand Island Sep. 29.

Earl Lehmann, who left his Hamburg, Germany, home at age 15 to become a merchant seaman, said the Spirit Wind was battling 40-foot seas and winds 35-knots or higher Sep. 23 when the sloop rolled over at about 9:30 a.m.

"I felt like tumbling in a washing machine," said Karen Lehmann, who was below deck when it happened. My first concern was to see if my husband was at the helm. He was there."

The 36-foot sloop turned over again two hours later and sustained severe damage.

"I went upside down and back up again," Earl Lehmann said. "The second time cleaned out everything. The mast was broken and the radio equipment was no good."

"The sea was just too much and the pumps couldn't take out the water," he added. "We had to get off."

Karen Lehmann, who injured her ribs on the second rollover, and her husband remained calm in the face of adversity.

"I really never felt fear but my ribs were hurting," she said. "I trust in my husband because he's knowledgeable. We knew the Coast Guard had been notified when we went in the raft."

A Coast Guard C-130 airplane from Sacramento, Calif., was flying over the couple by 11 a.m.

"I really made us feel good to see the plane," Earl Lehmann said. "They dropped a radio to us so we could talk to someone."

A Navy P-3 from Whidbey Island Naval Air Station in Washington, flew out to relieve the C-130 as nightfall set in.

The Planetree, which was about 70 miles away from the Spirit Wind, reached the Lehmanns at 9:40 p.m.

**"I was hanging on with one hand and reaching out to them with the other,"**

— SN Ryan Riley  
Cutter Planetree

Chief Warrant Officer John Graham of Ohio, the cutter's boatswain, said high seas made the approach to the raft difficult.

"The approach had to be off swells," Graham said, "so the cutter and the raft would ride up and down. We had to time it right."

SN Ryan Riley of Kentucky accepted the assignment of climbing down a net-like ladder to the couple. "I was hanging on with one hand and reaching out to them with the other," said Riley, who was practically in the ocean.

By 10:01 p.m., the Lehmanns were safely


aboard the Planetree.

"The Coast Guard did a good job getting us aboard and then the crew gave us the shirts off their back," Earl Lehmann said.

The week before, the Lehmanns attempted to assist the Coast Guard in a rescue operation involving the sailboat Medefra and missing Australian solo sailor Irwin Thoms.

"We went over to the position but with the high seas, we couldn't see anything," Earl Lehmann said. "At the time, we never figured we'd be in trouble, too."

"I'm not afraid to go back out to sea if you'll purchase a boat for me," said Earl Lehmann, who hasn't been turned off to sailing yet.

"But he'd better not ask his wife to go along," Karen Lehmann added. 



*Karen and Earl Lehmann leave the Cutter Planetree.*





the Fuji, referred to by the Japanese as Fuji-san, is perhaps the favorite and most widely recognized feature in Japan. The

12,388-foot Fuji-san is a volcano that has been dormant since 1707. Many people climb the mountain every year, but few members of the Coast Guard family ever see the view from the top of Japan's national treasure.

As part of a physical fitness challenge held by Far East Activities and Marine Inspection Office Asia, located in Japan, several members of the Coast Guard family climbed Mt. Fuji in late August.

The climbers included Richard, Linda and David Wigger, Chuck and Adam Goetsch, Futoshi Fukukawa and Danny, Sandy and Alex Ellis.

On a clear day, Mt. Fuji, about 50 miles west, is visible from FEACT/MIO Asia's office on Yokota Air Base in Tokyo. The top of Mt. Fuji is covered with snow, 80 percent of the year and receives around two million climbers each year.

There are ten rest stations on the way to the top of the mountain. The climbing usually commences at station five at 7,868 feet. Many new climbers purchase a "Fuji Stick," which is a wooden climbing stick that can be branded at each station to verify how far each climber has

gone. It costs 200 yen (approximately \$2) to have each stick branded.

The group left Yokota Air Base at 4:30 a.m., in order to start climbing at 6:15 a.m. About one and a half hours later at station seven, the climbers separated and began making the difficult and exhausting climb at their own pace. The trail from station six to seven consists of a thick layer of pebble-sized pumice. Everyone experienced the difficulties of stepping on these rocks, each time going two feet forward and six inches backward. Between stations seven and eight the climbers began to feel the effects of the thin air. Normally the weather is very windy after station seven. But fortunately the day was clear and cool, with only a slight breeze. There are several places along the way to the top of Mt. Fuji where climbers can purchase food and drinks. Even lodging is available. The higher they climb, the more expensive items get. A soft drink ranges from \$4 to \$10 per can.

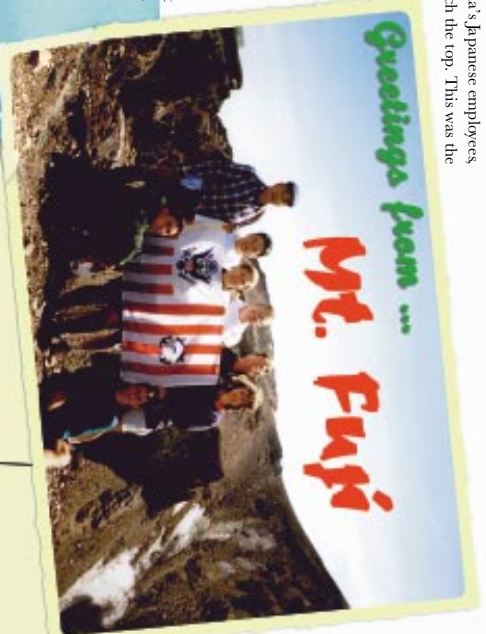
After station nine, climbing became a real challenge. Here the path becomes very rocky and steep, and the air is very thin. Inexperienced climbers had to use both hands and feet to advance to the top at a very slow pace. Fukukawa,

one of FEACT/MIO Asia's Japanese employees, was the first person to reach the top. This was the 17th time Fukukawa

climbed Mt. Fuji in the past 17 years. He finished in 5 hours, 15 minutes. The last group finished the climb to the top in 7 hours.

It is a tradition to have a bowl of Japanese noodles when you reach the top of Mt. Fuji, and the group thought it was great. No one cared about the cost. The group rested at the top for an hour and then together started the also very difficult hike down. Fukukawa, David Wigger and Alex Ellis arrived at the bottom in 1 hour, 45 minutes.

FEACT/MIO Asia will continue the annual Mt. Fuji climb. If anyone wishes to join the climb next year, the veterans will be ready to show the way, despite the old Japanese saying, "A wise man climbs Fuji-san once; only a fool climbs twice."



Alex Ellis, Futoshi Fukukawa, Danny Ellis, Sandy Ellis, Chuck Goetsch, Richard Wigger, Linda Wigger, and David Wigger hold up the Coast Guard Ensign on top of Mt. Fuji, Japan.

祝賀富士山

FAR EAST ACTIVITIES  
(FEACT)  
YOKOTA AIR BASE  
TOKYO JAPAN

By Gendy Danny Ellis

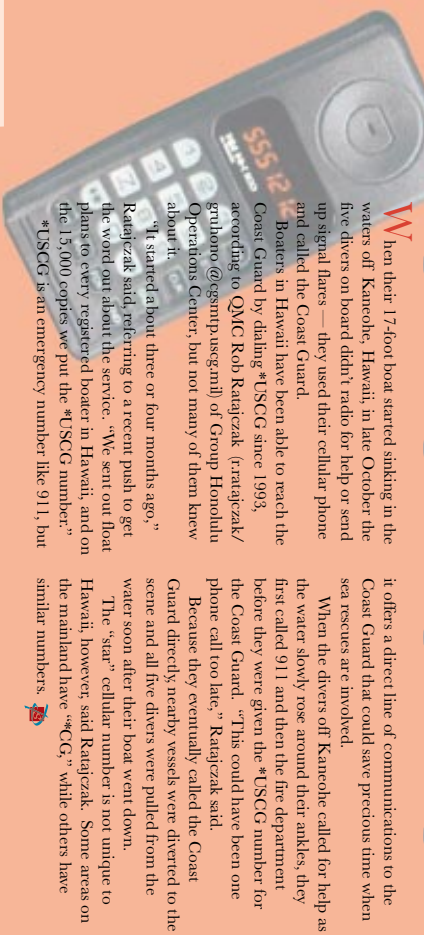
(D.Ellis/feact@cnspuacg.mil)

# Climb the Sacred Mountain!



# Help is just a phone call away

By PM2 Scott Epperson



When their 17-foot boat started sinking in the waters off Kaneohe, Hawaii, in late October the five divers on board didn't radio for help or send up signal flares — they used their cellular phone and called the Coast Guard.

Boaters in Hawaii have been able to reach the Coast Guard by dialing \*USCG since 1993, according to QM/C Rob Ratajczak (ratajczak/grubono@gsmpp.uscg.mil) of Group Honolulu Operations Center, but not many of them knew about it.

"It started about three or four months ago," Ratajczak said, referring to a recent push to get the word out about the service. "We sent out float plans to every registered boater in Hawaii, and on the 15,000 copies we put the \*USCG number."

\*USCG is an emergency number like 911, but it offers a direct line of communications to the Coast Guard that could save precious time when sea rescues are involved.

When the divers off Kaneohe called for help as the water slowly rose around their ankles, they first called 911 and then the fire department before they were given the \*USCG number for the Coast Guard. "This could have been one phone call too late," Ratajczak said.

Because they eventually called the Coast Guard directly nearby vessels were diverted to the scene and all five divers were pulled from the water soon after their boat went down.

The "star" cellular number is not unique to Hawaii; however, said Ratajczak. Some areas on the mainland have "CCG," while others have similar numbers.

Fifteen thousand envelopes, one addressed to every registered boater in Hawaii, waiting to be stuffed with information. Stuffing envelopes is probably not very high on anyone's list of things to do. But in November, it was on the top of Group Honolulu's list.

In an effort to inform the boating community about the importance of filing float plans and trip plans, Group Honolulu's

crew took on the task of sending blank forms to every registered boater in the state. The forms are to be filled out and left with either family or friends in case of an emergency. This way, if the worst happens,

the people left at home will have accurate information concerning the boat and the trip.

A float plan lists the characteristics of the boat, its emergency equipment, personnel on board and communications capabilities. The trip information form tells where and when the boater left, their destination and time of return.

According to QM/C Rob Ratajczak (ratajczak/grubono@gsmpp.uscg.mil) of Group Honolulu Operations Center, most overdue cases they handle are because of poor communications. Sometimes the boater and their friends or family members have incorrect information regarding the boat's characteristics.

If a boater leaves both a trip and float plan with someone responsible, it will improve the chances of being rescued. When the Coast Guard begins searching for a missing boater, they will ask for the information contained in these forms for a free copy of the forms, call (808) 541-2483 anytime.

In an attempt to establish cross-border search and rescue operations, Hong Kong and China held an international exercise at Hong Kong's Kai Tak airport in early December.



Above: Cmdr. Dick Huxel (right), Lt. John Cameron (center), and RDI1 Ted Allen (seated), discuss operations with a Hong Kong search and rescue controller.

Left: Shirts confers with George Chao, Air Traffic Management Division, Hong Kong's Civil Aviation Department.

By PAC Christopher E. Haley

(C. Haley/dth4@gsmpp.uscg.mil)  
Photos courtesy of Lt. John Cameron

ing their search and rescue capabilities."

According to a report in the *Hong Kong Standard*, James Hui Chee-sun, the general manager of Hong Kong's Civil Aviation Department, said there are no plans to merge rescue services with China in 1997. Plans are to have operations extend to each other's territory to speed up action. There should be no borders during emergencies, said Hui.

The ties made with the people in Hong Kong should serve as a building block when Hong Kong is turned over to the People's Republic of China in 1997.



Boat Kingston aircraft used by the Hong Kong Government Flying Service for search and rescue.

# Fast Education

# Pioneer's Legacy lives on


By PAJ John Moss  
(d14paw@pisi.com)

Patricia C. Sutherland helped pave the way for women in the Coast Guard. As one of the first 12 women to join the U.S. Coast Guard Women's Reserve, she made it possible for the full integration of women into today's active duty service. Sutherland began her military career at the age of 24. Then Patricia Hediger, she enlisted in the Navy

Women's Reserve, known as the WAVEs, in New York in 1942 shortly after America entered World War II. She was prompted by a friend to join; however, her husband Jim Sutherland said it didn't take much persuasion. At the time most people were looking for any way to help the war effort.

When President Franklin Delano Roosevelt signed legislation creating the Coast Guard Women's Reserve — or SPARs — Nov. 23, 1942, Sutherland quickly transferred to the Coast Guard. More than 10,000 women followed her into the SPARs between the years 1942 and 1946. Young women joined the SPARs primarily for patriotism. They filled jobs in the United States, freeing Coast Guard men to serve at sea and on foreign soil.

Sutherland worked as a storekeeper and a recruiter while stationed in Long Beach, Calif. Recruiting was especially difficult for the SPARs. They needed to recruit women into one of the least known services. To help in the proactive effort, Sutherland posed for many recruiting photos and posters. She stayed in the SPARs until Dec. 23, 1943, when she left because of a minor illness. She went on to work for the Red Cross in southern California.

Patricia Sutherland passed away in Honolulu at the age of 77. Memorial services were held at Punchbowl National Memorial Cemetery Nov. 1. She was a pioneer who, along with other women in World War II, helped opened a door that has never been shut. 

Left: Sutherland appeared on the August 1943 cover of The Stand-By.

Right: Sutherland's urn at Punchbowl National Memorial Cemetery.



## Tragedy Assistance

- ★ **24-hour information line—1-800-368-TAPS**
- ★ **Peer support network for survivors**
- ★ **Caseworkers to assist in problem solving**
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Tragedy Assistance  
Program for  
Survivors, Inc.  
807 G St., Ste. 250  
Anchorage, AK 99501  
1-800-368-TAPS



By PA1 John Moss  
(d14pao@pfx.com)

# Bound for glory

With quiet determination, Tony Letaio won the World Drug Free Powerlifting Federation championship in Horsham, England, Oct. 29, breaking the WDEPF bench press world record in the process.

The 30-year-old second class boatswain's mate from Coast Guard Station Honolulu broke the world record with a bench press of 507 pounds. The previous record of 501 pounds had been held by Gerald Welsh of Louisiana since 1988. Along with his quarter-ton bench press, he had a dead lift of 716 pounds and squat of 777 pounds for a total of 2,000 pounds.

Letaio (A.Letaio/grthonostia@cgmnp.uscg.mil) has been powerlifting in drug-free competitions since 1988. They're referred to as drug-free because the participants don't use steroids to artificially increase their strength. The 5-foot-10-inch, 273-pound Letaio competed in Horsham as a member of an American team comprised of previous WDEPF national champions. In powerlifting competitions, the winner is determined by adding the combined weight of the three lifts — bench press, squat and dead lift.

Letaio holds seven state powerlifting records and two

national records along with his newly-acquired world record.

Letaio grew up in **Hawaii** and is of American Samoan ancestry. Before leaving for this competition, Letaio was asked by Earl Paleomavaega, the American Samoan congressman in Washington, D.C., to compete on the American Samoan Olympic team. Since there is no comparable powerlifting competition in the Olympic games, he would compete in the shot put or hammer throw. Would he consider going?

"Are you kidding? I don't care if it's badminton ... I'm going," Letaio said.



Leah Letaio



## Cambodian visitors

ENS Scott Smullin talks to six Cambodian officers on the bridge of the 378-foot cutter Rush in Honolulu. The Officers were part of a delegation touring the U.S. military bases on Oahu in late September.



## Partners in Guam

By **Brian K. Narango**  
*Pacific Crossroads*

U.S. Coast Guard Marianas Section and the village of Merizo were recently awarded the 1995 Sister Village Award for small commands by the Commander in Chief, Pacific, Guam representative, during ceremonies held on Guam.

The Sister Village program is intended to promote mutual sharing and understanding between the people of Guam and U.S. military members and their families in the area.

The crew of Marianas Section were cited for planning and supporting Merizo's Eysian Tsai, the village's major fiesta, restoring equipment at

the Santa Marian Camelin Park; beautifying the village by painting murals on the village bridge guard rails; participating in Earth Day celebrations by cleaning up the reef and planting trees; posting anti-litter signs and taking part in other village beautification projects.

"This year's winners achieved superior success with their programs by demonstrating unselfish, energetic, all-hands involvement in making the Sister Village program a great success. These programs were dynamic and resourceful, vigorously fostering our 'one community' spirit," said Rear Adm. David L. Brewer III, commander, U.S. Naval Forces Marianas.

Capt. Philip Wiczynski, commanding officer, Marianas Section said he was honored by the recognition. "I am really thrilled that we've won this award. Being part of the Sister Village program shows a real commitment to the local community, and is also a real opportunity for our people to get out and get involved."



# People making what ought to be, what is

These articles were compiled by MCPO Billy Joe Whitley from units as examples of leadership in the district. If you have notable stories you'd like to see published, please send them via e-mail to dcoea/D14d.

## Group Honolulu

### Junior man is team leader

Although he was the most junior member of a natural working group, QM2 John Loooy attained the distinction as the Group OPCE's Team Leader, responsible for the documentation phase of search and rescue. He also ensures that all the other watches the logs correctly, critique past cases, and perform quality initiatives. Loooy has used this position to develop his "subordinates" through cross-training with the TC's, D14, and group units. His selection was based on "leadership by example." The other watchstanders praised his SAR coordination involving multiple plane crashes, man-overboard cases, and several flare sightings. During the documentation phase, Loooy developed several methods of keeping statistics that have been incorporated into the Group's NWG measurement process.

## USCGC Rush

### EM striker sets the pace

We seek energetic, motivated people for strikers. An EM striker, EN John Edwards, exhibited these attributes when he corrected a vital CART discrepancy prior to ISTA on his own drive and ambition. Using an action plan drafted by the EM divisional NWG to correct deficiencies in the portable tool periodical maintenance schedule program, he set his sights on implementing the concepts while correcting the discrepancies. He personally redesigned the divisional inventory tracking sheets, performed the entire PMS, updated all the records and trained individuals in each division to ensure future compliance and program support.

## Air Station

### Extra effort for co-workers

In this era of streamlining, high year tenure and centralized first-term recruitment review, opportunities for advancement have become increasingly important for our members. During the most recent servicewide exam process, ADC Provost and YNC Tripp demonstrated that a little extra effort goes a long way. They took the opportunity to validate Personnel Data Extracts (PDE) for two members who were either temporarily assigned elsewhere or on leave, so they could participate in the SWE on their return.

## Omega Station

### Uniform worn with pride

The command of Omega Station Hawaii believes that leadership can be seen in how you wear the uniform. ET2 King sets the example for others to follow. His boots and brass are consistently highly polished, uniform pressed, and his grooming standards are always within regulations. He wears the uniform with pride. He is a "recruiting poster" Coastie.

## FSU

### Volunteer shows respect

Leadership means that you are ready and willing to serve as needed. Although ET2 John T. Ward has served in many repatriation events at Hickham Air Force Base, he can still be called upon at a moment's notice. Recently, he went to pay his respect to those who had given the ultimate sacrifice. When there was a shortage of personnel, Ward stepped forward and volunteered to participate.

## MARSEC

### Leading the way through knowledge

In December, MARSEC held a career enhancement week. A one-hour training session was held each morning to explain the advancement opportunities for the enlisted workforce. Afterwards, the district command enlisted advisors, the district career information specialists, and the district assistant educational officer were made available to members that requested further information. Cmdr. Martin Phillips understands that the leaders must ensure that people know how to set a career path if the are expected to head down it.

## Top Cops



PH2 Scott Epperson

The crew of the Cutter Rush is given the "Top Cop" award by the State of Hawaii, Oct. 18, for their pursuit and seizure of the vessel formerly known as Lagoon Bu 60006, a 160-foot fishing vessel spotted using illegal high seas drift nets about 600 miles north of Midway Island.

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**uscg mil**  
coast guard online

- in today's world of information on the internet, it is becoming even easier to access what you want at any time
- information about the coast guard is no exception
- information servers and home pages relating to the coast guard are popping up constantly on the world wide web, and with the introduction of standard work-station III in 1996, e-mail access to the internet should be even easier and allow every one to have open communications to the world
- for today, web sites can be accessed providing facts, graphics, and up-to-date statistics on a wide range of coast guard and other military topics
- below is a list of a few of those sights
- enjoy the ride and watch out for the undertow

### United States Coast Guard-

<http://www.dot.gov/doinfo/uscg/>

Abstract: Welcome to the U.S. Coast Guard Home Page. Our goal is to make information available on Coast Guard missions and activities nationwide.

[Fred's Place - http://www.cris.com/~fsicgel/home.html](http://www.cris.com/~fsicgel/home.html)

Abstract: Welcome to Fred's Place. Fred's Place is dedicated to U.S. Coast Guard Active Duty, Retired, Reserves, Auxiliary, "All Those Who Served," and the Coast Guard SPARS.

### Pacific Air Force Command Center -

<http://www.cdss.af.mil>

Abstract: tracks typhoons and will provide not only the weather in the islands but also a forecast stretching all the way from the mainland of Asia to Alaska.

of the units  
within the district,  
with more to come a  
the time.



**Department of Transportation**  
**United States Coast Guard**  
Commander (dpa)  
14th Coast Guard District  
300 Ala Moana Blvd.  
Honolulu, HI 96850-4982

